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Set	Items	Description
S1	40	AU='CROMBEZ D':AU='CROMBEZ DALE SCOTT'
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S5	107	AU='CURRAN P.J.'
S6	2	AU='CURRAN PATRICK'
S7	13	AU='CURRAN PATRICK J':AU='CURRAN PATRICK JOSEPH'
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S10	544	AU='CURRAN, P. J.':AU='CURRAN, P. J., 1953-'
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S22	0	AU='NAPIER, STEVEN'
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S24	50	S23 FROM 347,348,349,350,371
S25	52992	IC=(B60T-008? OR B60L-007? OR H02K-049? OR H02P-003?)
S26	15	S24 AND S25
S27	538598	BRAKE? ? OR BRAKING
S28	15	S26 AND S27
S29	23	S24 AND S27
S30	23	S26 OR S29
S31	23	IDPAT (sorted in duplicate/non-duplicate order)
S32	16	IDPAT (primary/non-duplicate records only)
S33	1010	S23 NOT S24
S34	3	S27 AND S33
S35	0	S34 NOT PY>2001

32/3,K/2 (Item 2 from file: 350)
DIALOG(R)File 350:Derwent WPIX
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015267454 **Image available**
WPI Acc No: 2003-328383/200331
XRPX Acc No: N03-262629

Hybrid electric vehicle has electric regenerative *brake* provided to
driven front axle and friction *brake* provided to rear axle
Patent Assignee: CROMBEZ D S (CROM-I); CURRAN P J (CURR-I); NAPIER S L
(NAPI-I)

Inventor: *CROMBEZ D S*; CURRAN P J; *NAPIER S L*
Number of Countries: 001 Number of Patents: 001

Patent Family:

Patent No	Kind	Date	Applicat No	Kind	Date	Week
US 20020163251	A1	20021107	US 2001850354	A	20010507	200331 B

Priority Applications (No Type Date): US 2001850354 A 20010507

Patent Details:

Patent No	Kind	Lan	Pg	Main IPC	Filing Notes
US 20020163251	A1		7	B60T-008/64	

Hybrid electric vehicle has electric regenerative *brake* provided to
driven front axle and friction *brake* provided to rear axle
Inventor: *CROMBEZ D S*...
...*NAPIER S L*

Abstract (Basic):

... The vehicle has an electric regenerative *brake* (14) provided
to the driven front axle (10) where the trailing or non driven rear
axle (22) is provided with friction *brakes* (26).

... An INDEPENDENT CLAIM is included for method of *braking* hybrid
electric vehicle...

...The need for friction service *brakes* on the front or rear axle is
eliminated, hence the complexity and weight of the vehicle *brake*
system are reduced...

...Regenerative *brake* (14...

...Friction *brakes* (26...

...Title Terms: *BRAKE*;

International Patent Class (Main): *B60T-008/64*

International Patent Class (Additional): *B60L-007/10*

32/AN,AZ,TI/1 (Item 1 from file: 350)
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015768923

Vehicle *brake* system has controller which determines *brake* acceleration error from difference of kinematic acceleration and target acceleration, and adjusts *brake* related parameters to reduce *brake* acceleration error

Local Applications (No Type Date): US 200263241 A 20020402; US 200263241 A 20020402

Priority Applications (No Type Date): US 200263241 A 20020402

32/AN,AZ,TI/2 (Item 2 from file: 350)
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015267454

Hybrid electric vehicle has electric regenerative *brake* provided to driven front axle and friction *brake* provided to rear axle

Local Applications (No Type Date): US 2001850354 A 20010507

Priority Applications (No Type Date): US 2001850354 A 20010507

32/AN,AZ,TI/3 (Item 3 from file: 350)
DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

015237506

Decelerating method for electric vehicle, involves activating booster assembly in response to detected depressing movement of *brake* pedal and detected releasing movement of accelerator pedal

Local Applications (No Type Date): US 2000633213 A 20000807

Priority Applications (No Type Date): US 2000633213 A 20000807

32/AN,AZ,TI/4 (Item 4 from file: 350)
DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

015098267

Vehicle *braking* method includes determining if one or more of wheeled axle wheels are slipping and if wheeled axle wheels are slipping

Local Applications (No Type Date): EP 2002252868 A 20020424; CA 2384714 A 20020503; US 2001848570 A 20010503; JP 2002130290 A 20020502

Priority Applications (No Type Date): US 2001848570 A 20010503

32/AN,AZ,TI/5 (Item 5 from file: 350)
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014954278

Low vacuum level compensation method in *braking* system, involves modifying boost gain and turning ON vacuum source based on vacuum level of booster

Local Applications (No Type Date): US 2000686381 A 20001011

Priority Applications (No Type Date): US 2000686381 A 20001011

32/AN,AZ,TI/6 (Item 6 from file: 350)
DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

014861623

Brake activating system for vehicle, actuates *brake* in response to speed signal based on vehicle speed and air bag activation signal based on predetermined vehicle condition such as deceleration

Local Applications (No Type Date): US 2001789679 A 20010221

Priority Applications (No Type Date): US 2001789679 A 20010221

32/AN,AZ,TI/7 (Item 7 from file: 350)
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014800131

Braking system for *braking* a towed vehicle such as a trailer
comprises sensors and a motor controller to monitor the yaw rate and
provide regenerative *braking* torque

Local Applications (No Type Date): EP 2001457 A 20010913; US 2000672441 A
20000928

Priority Applications (No Type Date): US 2000672441 A 20000928

32/AN,AZ,TI/8 (Item 8 from file: 350)
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014719255

Control and management system for regenerative *braking* in motor vehicle
with electric drive mechanism applies torque control to rotary electric
drive

Local Applications (No Type Date): DE 1062362 A 20011218; CA 2365979 A
20011220; US 2000745349 A 20001221; US 2002133945 A 20020425; GB
200130060 A 20011217; JP 2001389575 A 20011221

Priority Applications (No Type Date): US 2000745349 A 20001221; US
2002133945 A 20020425

32/AN,AZ,TI/9 (Item 9 from file: 350)
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014278251

Motor vehicle maintains and discontinues application of power to *brake*
system respectively, when at least one parameter indicates necessity and
when all parameters indicate lack of necessity

Local Applications (No Type Date): EP 2001301006 A 20010205; US 2000522442
A 20000309

Priority Applications (No Type Date): US 2000522442 A 20000309

32/AN,AZ,TI/10 (Item 10 from file: 350)
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014219722

Motor vehicle has processor which produces total torque through algebraic
summation or subtraction of motor torque and friction *brake* requests
during non-roll back or roll back state, respectively

Local Applications (No Type Date): US 2000634822 A 20000808

Priority Applications (No Type Date): US 2000634822 A 20000808

32/AN,AZ,TI/11 (Item 11 from file: 350)
DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

014050953

Hybrid vehicle adds grade hold frictional torque which is function of
vehicle speed to frictional *brake* torque

Local Applications (No Type Date): US 2000567358 A 20000509

Priority Applications (No Type Date): US 2000567358 A 20000509

32/AN,AZ,TI/12 (Item 12 from file: 350)
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014000252

Hybrid power train for automotive vehicles, has clutch which is disengaged in reverse drive mode, so that traction wheels which are isolated from engine are driven by electric motor
Local Applications (No Type Date): GB 200031159 A 20001220; DE 1000007 A 20010102
Priority Applications (No Type Date): US 2000479562 A 20000107

32/AN,AZ,TI/13 (Item 13 from file: 350)
DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

013979927

Brake system for motor vehicle, has emulator cylinder space with first zones connected to distal zone of first cylinder space and second zones selectively connected reservoir port
Local Applications (No Type Date): US 2000536804 A 20000328
Priority Applications (No Type Date): US 2000536804 A 20000328

32/AN,AZ,TI/14 (Item 14 from file: 350)
DIALOG(R)File 350:(c) 2004 Thomson Derwent. All rts. reserv.

013959494

Variable *brake* system senses seat position, steering wheel position to determine which *braking* force must be applied for a certain course of the *brake* pedal
Local Applications (No Type Date): EP 2000310500 A 20001127; JP 2000370078 A 20001205; US 99460546 A 19991214
Priority Applications (No Type Date): US 99460546 A 19991214

32/AN,AZ,TI/15 (Item 15 from file: 350)
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013446322

Vehicle speed control method for electric vehicle, involves applying variable *braking* torque to specific wheels, continuously, when actual vehicle speed exceeds target value
Local Applications (No Type Date): US 99420465 A 19991019
Priority Applications (No Type Date): US 99420465 A 19991019

32/AN,AZ,TI/16 (Item 16 from file: 348)
DIALOG(R)File 348:(c) 2003 European Patent Office. All rts. reserv.

01443312

Reducing number of engine stop-start cycles in a hybrid electric vehicle
Verminderung der Anzahl der Start-Stop-Zyklen der Brennkraftmaschine eines Hybridfahrzeugs
Reduction du nombre des cycles de demarrage et arret d'un moteur a combustion dans un vehicule hybride
APPLICATION (CC, No, Date): EP 2001000452 010912;
PRIORITY (CC, No, Date): US 663515 000915